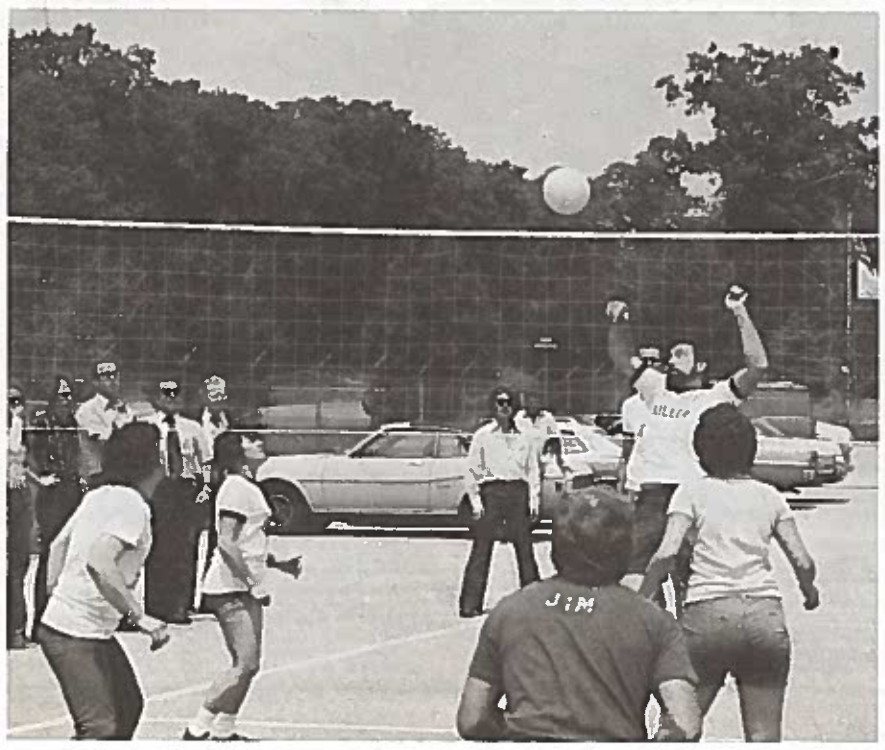
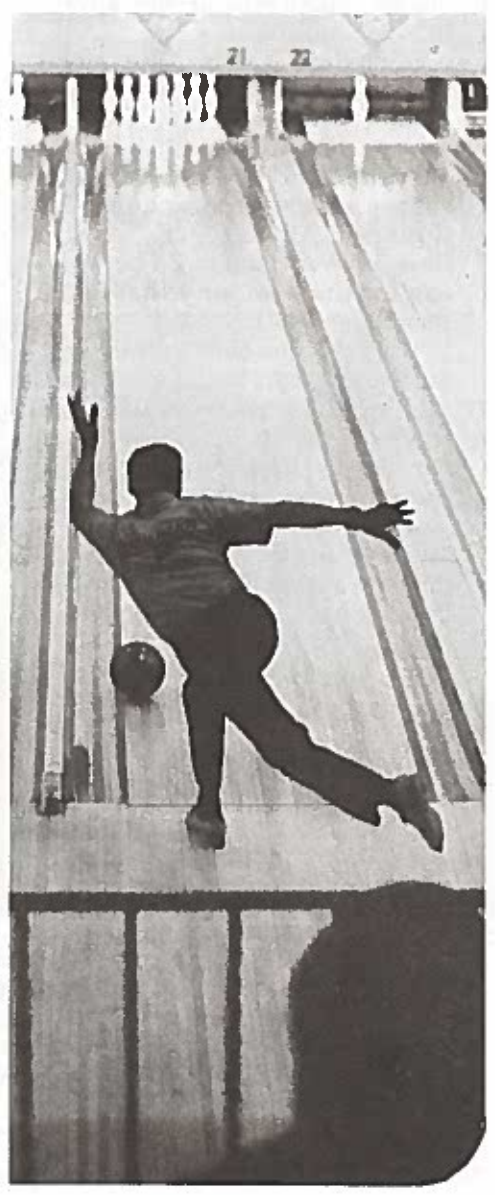
GRUMMAN plane news

Vol. 36 No. 4, Bethpage, N.Y. February 25, 1977

GAA's game plan— no benchwarmers ...everyone plays





people

After flying over 1,880,000 miles, Ted Faller's finally coming in for a landing—sort of. As new manager of Flight Transportation he'll still be piloting corporate aircraft but will be spending more hours on the ground. He succeeds John Stevens who retired last month.

Much of Faller's time will be devoted to such tasks as crew assignments, pilot proficiency checks, and insuring that the department's three planes—two turboprop Gulfstream I's and one fan-jet Gulfstream II—are always in top condition.

Ted Faller

Faller flew Grumman aircraft for the U.S. Navy before he came to Bethpage 20 years ago. After receiving his wings in 1954, he was assigned to VS-39, an anti-submarine squadron, and flew the Grumman AF and S-2F. "At that time, I never thought I'd be working for the company that made them," he recalls.

"Probably the outstanding event during my years at Grumman was piloting the Gulfstream II around the world with John Stevens in November 1970," says Faller. "It was a demonstration flight for a potential customer. The trip took 18 days and we covered 34,500 miles in almost 75 hours. The G-II flew so beautifully, the customer bought five planes eventually."

Last of a flying breed

Master Chief John Pershing Greathouse of the U.S. Coast Guard is a man of accomplishments.

His career spans 35 years, he is the only remaining enlisted aviator in the Coast Guard, and he also holds the record for the most flight hours by any Coast Guard pilot—over 13,000.

His name is also in the aviation record books for being the first pilot to parachute out of a helicopter. In 1945, while running radar calibration tests for a ship tied up in the Delaware River, the copter's entire rotor assembly flew off. To this date, John doesn't know why he and his flight mechanic were wearing parachutes prior to takeoff. They landed safely at a busy intersection in midtown Philadelphia.

Recently, Greathouse reached another career milestone—his 10,000th flight hour in the Grumman HU-16E Albatross (affectionately called a "Goat" by Coast Guard pilots). He began flying the Grumman amphibian back in October 1953. Today he gives younger aviators flight training in the "Goat" at the Coast Guard center at Mobile, Ala.

Besides training flights, the chief continues to fly search and rescue missions and law enforcement patrols. With each additional flight hour, he breaks another Coast Guard record—his own.

Dual honors

Ed Hukle recently became the first volunteer fireman in the Lovettsville Fire and Rescue Company to receive two annual awards: Rescueman of the Year, and Fireman of the Year. Ed's a machine shop leadman at Plant 58, Sterling, Va. Congratulations, Ed.

Appointments

Among those who recently received changes in assignments were: BUSINESS OPERATIONS—in the newly established Pricing Department, John D. Cecutti has been appointed deputy director; BETHPAGE OPERATIONS—Leslie Brown, supervisor, Plt. 3; Sam Martin, product supervisor, Plt. 36, both of Assembly Ops.; George Robertson, supervisor; and Ralph Panetta, assistant material manager, both in Material Coordination. Plt. 2; Angela M. Ingino, representative for the Affirmative Action Program; Thomas M. Burns, production manager, Electron Beam Welding, Plt. 2; MATERIAL MANAGEMENT—Aldo Capra, director, Material Control, responsible for the functional operations of Repair Control, Gov't. Material Control, Inventory Records & Material Coordination, located in Plt. 30; and in Plt. 21, Robert Byrnes, manager, has been transferred to the Material Distribution Directorate, which includes Central Shipping, Traffic, Property Disposition & Off Site Control; in OPERATIONS QUALITY—Joseph Goldzung is appointed supervisor of Receiving/Shipping Inspection in Plt. 24; ADMINISTRATIVE SERVICES—Robert Kimmerle of Presentations, Plt. 5, has been promoted to graphics production supervisor; and in GREAT RIVER OPERATIONS—William Looney, deputy director, Ops. Planning & Analysis.

Also, in OPERATIONS—John Lombardi, in addition to his present duties, has been appointed to coordinate the corporate certification activities of the Operations Quality Department. He will investigate and establish procedures to ensure that appropriate codes, standards, and practices for design, materials, fabrication, testing, and inspection are employed to attain the necessary certifications.

Albatross record-holder. *Capt. C.C. Hobdy Jr. and Cdr. M.J. Barbour Jr. of the U.S. Coast Guard present Chief John Greathouse (C) with a box of his favorite cigars and a cake commemorating his 10,000 flight hour in the Grumman HU-16E.*

calendar

Please inform PLANE NEWS of any changes (such as club officers, or Grumman extensions) in the calendar of events.

AIAA: Tues., March 1, 7:30 p.m., Holiday Manor, Hicksville Rd., Bethpage; local chapter, LI Section; guest speaker: Col. S. Kishline, AMST SPO—"YC 14/15 Program Status;" dinner (optional) preceding; all welcome. S. MacCullough, x7401.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x3521; **Calverton:** every Mon., 4-5 p.m., Headquarters Building.

Coin Club (Calverton): every Fri., 1st lunch period 12-12:30, Pl. 6; U.S. & World numismatic, medals, tokens collecting of; all welcome. W. Kondratowicz, x(117) 6683/J. Kreussling, x(117)6550.

Grumman Cycle Touring Club: Mon., March 14, 5 p.m., Pl. 28; discussion of proposed bicycle calendar of events for '77; 2 door prizes for gift certificates to Visetin's Bicycle Shop. G. Hilton, x8053.

Grumman Dance Club: every Thurs. 5-7 p.m., Pl. 28 auditorium; March 3/10 Latin hustle; all welcome. M. Brown, x3150.

Grumman Family Campers: Sun., March 6, 5 p.m., Pl. 3 cafe; local chapter; monthly meeting; guests welcome. J. Cornacchia, x(115)3625.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. R. Muntz, x7408.

Grumman Tennis Club: 1st Mon. of every month, 5 p.m., Pl. 28 auditorium. F. Campagna, x4605.

Karate Club: every Tues. & Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; Gru employees & families welcome. H. Dreksler, x6812.

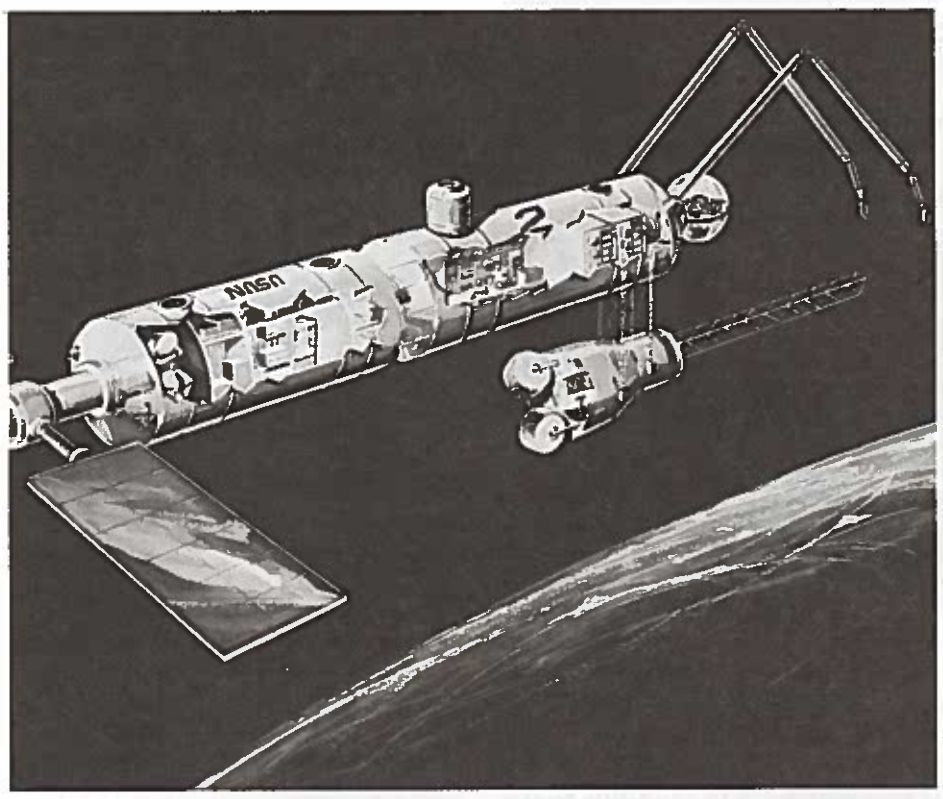
Society of Mfg'g. Engineers: joint meeting with **AIIE** Wed., March 9, cocktails 6 p.m., dinner 6:30 p.m. (reservations only—req. by March 5), both held at Hofstra Club, meeting 8 p.m., held at Hofstra Student Center; local chapter; guest speaker: Dr. Paul A. Tambrino, asst. prof. Hofstra U.—"Employee Motivation: Assets in Hiding;" all welcome. B. LaMana, x3947; also, executive meeting at PINY, Mon., March 7, 7:30 p.m.

Win A-10 subcontract

Grumman Aerospace recently signed a $1.1 million contract with Republic Division of Fairchild Hiller to produce wing tips and wing skins for the U.S. Air Force's A-10, according to Bob Zummo, Subcontract Sales manager, Customer Requirements.

The wing-tips agreement, valued at approximately $500,000 involves production of 43 ship-sets with an option for 100 additional sets. Possibility of future options also exists, states Zummo, which would involve some 750 ship-sets worth $2-3 million. The fiberglass wing tips will be manufactured at Plant 66, Milledgeville, Ga.

The machined wing skin order consists of 50 ship-sets, valued at $650,000, with an option for 84 additional sets. Possible future orders could be lead to an additional $2-3 million. Wing skins are being produced at Plant 3 and at Plant 56, Glen Arm, Maryland



Space beam. *NASA recently awarded Space Programs a contract to built a Space Fabrication Demonstration System. In the above rendering, the 'beam builder' (R) is shown emanating from a space base. It is automatically fabricating beams to be used as basic building blocks on large area space structures.*

NASA selects Grumman to build space fabrication demo system

The National Space and Aeronautics Administration (NASA) Marshall Space Flight Center has given Grumman Aerospace the "go-ahead" to begin work on a Space Fabrication Demonstration System (SFDS), commonly called the "beam builder."

This $675,000 award to develop a low-cost ground demonstration system that would eventually manufacture beams in space is a key stepping stone in NASA's program to construct large area space structures, according to Don Imgram, director of Space Programs.

Over the past six years, Grumman studies on various large space systems, such as spaceborne antennas, solar power stations, and mass communication platforms, have shown that ground-fabricated structures which are packaged and launched into orbit by the Space Shuttle Orbiter for assembly and deployment are not as economical," says Imgram.

Pre-fabricated structures would occupy too much valuable room in the Orbiter bay and would also require numerous trips by the Orbiter to deliver the entire structure.

On-site construction

The SFDS is the logical approach, says Walter Muench, program manager. Rather than carrying ready-made structures into space, the "beam builder" will be taken into orbit along with raw materials by the Shuttle. Using rolls of aluminum strip, the Grumman-designed manufacturing facility would automatically fabricate trusses to be employed as the basic building blocks on large area space systems.

Prior to submitting the proposal to NASA, the Grumman-designed aluminum truss passed an ultimate load test. During the next 19-months Space Programs will build a ground demonstration model to prove the feasibility of automated fabrication. According to Muench, a potential follow-on award would involve testing the "beam builder" in space aboard the Space Shuttle.

GRUMMAN plane news

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Surpass cost reduction goals

Most people would agree that it's hard to save a dollar...yet it can be done. For instance, Grumman Aerospace departments kept their eyes on expenses last year and reduced their operating costs significantly, according to a cost-reduction summary released by Motivational Programs.

The combined cost-saving goals of all participating departments in '76 totaled $33,521,042. This amount was not only attained...it was surpassed. Reported savings came to $86,951,670.

Departments are credited with reducing costs when they initiate new ways of doing tasks that result in material or time savings.

For example, one way Corporate Systems and Procedures reduced costs was through saving work hours, says Ed Siebert, who heads the department. Previously the annual statement for computer work given to Grumman Data Systems was prepared manually in most Grumman Aerospace departments and took 60,000 hours. Now the task has been automated, saving 48,000 work hours.

Other ideas also helped the department surpass its cost-reduction goal of $338,000 and post a savings report of over $7.5 million.

Milledgeville Operations became the newest member in the program and started off a winner. The facility reported saving almost $48,000 against a goal of $30,000.

Material Management placed next to the top, reducing the cost of its operation $12,526,824 against a goal of $1.5-million. Corporate Procurement Operations was among the leaders again this year, surpassing a projected target of $3.7-million by reducing costs $23,194,747. One of the many suggestions that contributed to the success there was the procurement of maintenance, repair, and operating supplies on a consolidated annual contract rather than on individual contracts.

Among others reporting significant increases over their cost-reduction goals were: Great River Operations, $1.7 million ($948,507); Configuration/Data Management, $1,768,042 ($600,000); Business Development, $100,557 ($50,000); Calverton Operations, $5,493,327 ($3,355,000); Departmental Management Operations, $3,013,730 ($1,030,000); and Engineering, $17,135,172 ($10,000,000).

Name new editor

Kathy Housley has been appointed editor of PLANE NEWS.

A '72 graduate of Ladycliff College, she began her career at Grumman over five years ago as a summer student.

Kathy Housley

In 1972, Housley joined the PLANE NEWS staff as an editorial assistant. While in that post, she began reporting various news and sporting events for the bi-weekly publication. Two-and-a-half years later, her editorial responsibilities expanded and she was named a PLANE NEWS associate editor.

In her new post, she reports to Brian Masterson, director of Public Affairs.

Frontrunners. *Members of Nacelle Assembly, Plant 1, are definitely 'gung-ho' about Pride of Workmanship. They recently received the President's award and a gold key tie clip for attaining Level Four. Among those on hand to congratulate the industrious team were: Grumman Aerospace Board Chairman and President George Skurla; Frank Leone, Plant Operations director; and Joe Kingfield, director of Operations Quality. (Photo by Marie Trimborn)*

Passport to wide world of recreation still costs only $1

Believe it or not, there's at least one item in this world that hasn't gone up in price—a GAA ticket. It's still only a buck.

Don't laugh. That's unusual ...especially if you consider that its price tag hasn't changed in over 30 years.

Although the price is still the same, services aren't. In fact, GAA offers more today than it ever has—and that goes back to the first membership drive in 1946.

GAA sponsors 27 clubs and numerous lunchtime and after-hours activities for people throughout the company. The various activities run all year long, changing with the weather, and range from weight lifting to chess.

March 1 kick-off

Your membership fee—a mighty dollar—provides championship awards, supplies sports equipment, and subsidizes club activities. It's mighty, small as it is, because it's the money-power that keeps the entire company recreation program alive.

This year's membership drive begins March 1 and ends March 31. In '76, Grummanites responded so enthusiastically that a record 88 percent joined the GAA. Mike Cherry, membership drive director, not only hopes to surpass last year's stellar record but even come closer to the 100 percent mark.

Talent showcase

All membership fees go directly to the support of clubs listed on this page and sports that run the gamut from archery, bocce, handball, softball, horseshoes, and quoits, through shuffleboard, table tennis, and volleyball, to basketball, billiards, bowling, and golf. There are others, too. If your sport isn't being played or your activity is not listed, contact the GAA—they'll help you do something about it.

No varsity sports are supported by GAA membership monies. Varsity golf, soccer, bowling, tennis, basketball, and softball are sponsored by corporate donations.

Besides sports the GAA organizes and presents shows each year that highlight individual talents. Art, photography, and hobby shows keep Grummanite creative talent sharp while people with a green-thumb are challenged by spring, rose, and fall garden shows.

GAA photos by Rich Breunig

If your release is travel, GAA sponsors enough programs to satisfy the wanderlust in most people. With competitive prices and top-drawer accommodations, it offers trips to such places as Hawaii, California, the Caribbean, and Old World cities.

Your membership dollar also entitles you to a drawing for prizes. Fifteen lucky ticket holders will win a Bond while 50 more will take home a set of Grumman glasses.

To be eligible for the drawing, buy a $1 ticket. Then sign your name, department, and telephone extension on your ticket stub and return it to your department administrator. The drawing will be held at the Plant 30 cafeteria at 9:30 a.m., April 7. Results will be published in *PLANE NEWS* and announced over the PA system.

Remember the annual GAA membership drive begins March 1 and ends March 31. Treat yourself—invest a buck in recreation.

GAA-sponsored activities

Club	Contact	Ext.
Aikido	Bob Bauman	7856
Amateur Radio	Joe Nehm	3225
Chess	Alex Ikonnikow	2016
Coin (Bethpage)	Ken Hale	3717
Coin (Calverton)	Wally Kondratowicz	(117) 6683
Duplicate Bridge	Sid Stone	7292
Fencing	Peter Chaldaris	4331
Folk Dancing (Calverton)	Virginia McGoey	(117) 6770
GACE Flying	Bob Burtis	2774
Cycle	Dorothy Kouwenhouen	4652
Dance	Marvin Brown	(115) 3777
Family Campers	John Cornacchia	(115) 3625
Garden Forum	Dot Kappenberg	7075
Horticultural Society	Roy Goddard	(113) 7914
Model Railroad	Ray Muntz	7408
Pocket Billiard	George Massey	4219
Scuba Divers	Nadine Adams	2377
Tennis	Frank Campagna	(115) 3660
Toastmasters	James Hopkins	6444
Karate	Hy Dreksler	6812
Retiree	Rita Looney	2133
Rod & Gun	Chuck Packert	6420
Ski	Art Garmendia	4736
Stamp	Robert Nestor	7756
Table Tennis	Frank Malone	2945
Wingnutz Squadron	John Sullivan	(117) 7434
	Varsity Teams	
Bowling	Herb Mahoney	2133
Basketball (Men)	Walter Gleich	6304
Golf	Mike Cherry	2133
Rifle	Hank Womble	2351
Softball (Men)	Jack Keane	7595
Softball (Women)	Joe Nieves	8068
Soccer	Scotty Mayors	2400
Tennis (Men)	Jay Leng	2239
Tennis (Women)	Rita Looney	2133

Grumman matches donation to private four-year colleges

Some say money isn't everything,but food shoppers need it...and so do colleges and universities. Not only has inflation hurt these schools but there are also fewer big contributors to college funds today. So, an increasing number of schools actively solicit their alumni for funds on a regular basis.

Many companies also try to foster alumni giving through matching gift programs. For example, Grumman matches donors' gifts, dollar for dollar, up to $1,000 a year.

"Matching a gift doubles a person's contributions and not only provides needed support but helps to increase the number of donors," says Art Gilmore, program administrator for matching gifts and director of Training and Development for Grumman Aerospace.

Eligibility

Gifts are eligible for matching company funds when they are made to a privately endowed college or university by any member of Grumman Corporation or its subsidiaries. The institution must also be a four-year (or higher) degree granting accredited school.

Donors can contribute to more than one institution at a time and don't have to be a graduate of any of them. For example, parents can donate to colleges attended by their children even though they are not alumni themselves.

After making a gift, an individual can apply for matching funds by sending a receipt or letter acknowledging the gift to Art Gilmore, Program Administrator, Plant 39. At the end of the year, his office will make the appropriate distribution of funds to each of the eligible institutions.

For further information about the program, call Art Gilmore, Plant 39, Ext. 6198.

Globetrotter tix on sale

The Grumman Athletic Association is now selling discount tickets to two Harlem Globetrotters games at the Nassau Coliseum on Sunday, March 27. Discount tickets—$7.50 seats for $5.50—are available for the 2 p.m. and the 6:30 p.m. showings. For more info, contact GAA on Ext. 2133/2269.

what do you think?

This season has been one of the coldest winters ever recorded. The unusually bitter weather has taken its toll on people across the nation...industries have been forced to close due to natural gas shortages...Florida crops have been destroyed...and President Jimmy Carter has asked Americans to voluntarily lower their home thermostats to conserve fuel. PLANE NEWS recently asked several Grummanites in Plant 5 what adjustments they have made in their lifestyles this winter to cope with the frigid weather.

Rudy Farrell

My son is a meteorologist and predicted last spring that this winter was going to be frigid. So last summer we added more insulation and storm windows for our home...and chopped more firewood. It has definitely helped keep the lid on rising fuel costs.

Corine Ross

The cold weather doesn't bother me, as long as the roads are safe to drive on. Though I don't enjoy sitting in a cold house I turn down the thermostat to 60° and open the window before I go to sleep.

John Dukarm

With the price of fuel today, you automatically make adjustments. Every 2 weeks weeks I have to fill the oil tank. Since we only have one-zone heating, the thermostat is set at 68°. My children don't appreciate the cold weather and always bundle up in heavy clothing. But my wife and I love the winter. In fact, we plan on retiring in New Hampshire.

Gina Gabriel

We've turned down the thermostat to 65° during the day and 60° at night. To keep my mind off the cold, I've tried to keep busy around the house. Though I haven't gone as far as wearing longjohns, I do wear heavier clothing and boots to the office. I'll definitely welcome spring.

Mary Mickol

In my house, the temperature is 65° during the day and 60° at night. To conserve fuel, we've also turned off the radiators in rooms we don't use. We're also continuing our own mini program for conserving electricity. We dress much warmer, of course, and, on weekends, wear longjohns under our jeans.

William Ashley

We've cut the thermostats down to 65° during the day, and much lower at night. To keep warm we've invested in heavier clothing and long underwear. I even wear them at work. This winter has been brutal and I can't wait for the arrival of spring.

Ed Segretto

The apartment thermostat registers 65° during the day and even lower in the evening. This cold weather definitely affects me—I'm not getting any younger. Even at work, I wear sweaters and longjohns under my uniform to keep warm.

John O'Brien

We have three-zone heating, so the main living area is set at 68° and much lower on the other levels. We don't use the fireplace a lot—it draws heat out of the house. We've added storm windows where we didn't have any before, and are thinking about adding more insulation this spring, even though our home is only 10 years old. We also found that a humidifier keeps the air moist and much warmer. I like the four seasons, but I have to admit this season is getting a bit too long.

Muriel Currie

Cold weather has never bothered me, though this winter I slipped on the ice and broke my wrist. Because I have a disabled mother, I keep the house temperature around 68°. We use the fireplace only on weekends, and since I cut my own firewood each autumn, I haven't had to pay the high cost of wood this winter.

Offer discount rates on smoke detectors

Because of the new legislation requiring smoke detectors in new homes and of the increased awareness for the need of early-warning detection and home safety, Employee Services has made arrangements to offer Honeywell smoke detectors at a discount to Grummanites.

Through this special offer, three smoke detector models—Honeywell plug-in, Honeywell direct-wire, and BRK battery-operated—can be ordered at prices far below retail costs.

These units are dual-chamber ionization fire and smoke detectors, which set off an alarm at the earliest sign of smoke or fire. They are both fully approved by the U.L., and conform to the new residential fire safety building law. They should be located on the ceiling or wall in the immediate vicinity of, but outside the bedroom area. The Honeywell direct-wire unit can be interconnected with up to two additional units. If one alarm sounds, the other two will also.

These units sell for about $40 to $50 in most stores. All units are fully guaranteed for one year. Prices, excluding tax and shipping, are: Honeywell plug-in, $22.95; Honeywell direct-wire, $23.95; and BRK battery operated, $29.95.

Additional information and order blanks can be obtained at all Employee Services offices.

Apply by March 1 for Fellowships

Applications for this year's Grumman Engineering Masters Fellowship Program are now being accepted.

To be eligible to compete, a person must be interested in hardware design and must be working at Grumman Aerospace at least one year before the start of the 1977 Fall semester.

Fellowship recipients receive full tuition, books, and fees, plus a stipend of $1,200. An additional stipend of $600 is granted for each dependent.

A Grumman Fellow is required to work a minimum of 24 hours per week while attending graduate school, and work 40 hours per week during the summer. A course load (generally nine credits) that will lead to the completion of an engineering master's degree in two years must be maintained.

These grants are for one year and are renewable for the second year. Application deadline is March 1. Contact the Fellowship Office, Plant 28, Ext. 2682 for more information.

Auto safety booklet

Proper motorist responses to a number of perilous highway situations are detailed in the booklet "How to Deal with Motor Vehicle Emergencies," published by the U.S. Department of Transportation's National Highway Traffic Safety Administration.

The free booklet can be obtained by writing to: Consumer Information Center, Pueblo, Colorado 81009.

obituaries

SAMUEL COLES of Prod. Cntl.—Pts. Cntl., Pl. 1, died January 28 at the age of 49. He worked for Grumman since 1950 and lived at 4 Rosewood Ave., Amityville.

MAX FISHER of Rec-Insp- Plng/Methods, Pl. 24, died February 6 at the age of 61. He had been with the company since 1965 and resided at 500 S. Park Blvd., Venice, Florida.

THOMAS J. HUGHES of Invent. Mgt., Pl. 44, died February 3 at the age of 54. He was working for Grumman since 1952 and lived at 69 Combes Ave., Hicksville.

ALBERT MAGRI of Plant Protection, Pl. 18, died February 4 at the age of 63. He was with Grumman since 1966 and resided at 73 Jerome Ave., Mineola.

Personals

We wish to thank all our friends at Training Systems and Employee Services for their kindness and expressions of sympathy during our recent bereavement. **Jerry Feldman and family**

During a time like this we realize how much our friends really mean to us. Your expression of sympathy will always be remembered. **Louise Coles and family**

My family and I wish to sincerely thank all our friends in the Support Department and Employee Services for their kindness and generosity during my recent illness. **Pete Freeman**

I would like to thank all of my friends at Grumman for their kindness during my recent illness. **Bill Dowdy**

We wish to thank all our friends at Grumman for their generosity and kind expression of sympathy during our recent bereavement. **Fred Heppler and Family**

On behalf of my entire family, I wish to thank Employee Services and all my friends for their kindness and generosity during the recent loss of my mother. **A.J. Biegen**

We sincerely thank Employee Services and the Purchasing Department for their generosity and kind expression of sympathy. **The Wieliczko and Giovanniello families**

Gerard and Betty would like to thank all their Grumman friends for the thoughtfulness and help they received during their illness. **The Millers**

A special thanks to all night shift personnel of Plant 6. **Julio M. Cardona and family**

My family and I wish to thank all of our many friends at Grumman for their prayers and concern on the loss of my father, Frank Hafner. **Rita Hafner Endres.**

service milestones

35

Merian W. Dzialakiewicz, Methods Engg. (2)
Walter F. Baldwin, Mfg. Admin. (2)
Walter Mashkow, Stockrooms (2)
William Nidositko, BPA Mgmt. & Stf. (2)
Frank Vagnoni, Repair Cntl. (6)
William J. Peterson, Assy. Tool & Handl. Equip. (6)
Ellwin H. Luerssen, Prod. Cntl. (7)
Frank A. Hetzel, Meas. Stand. Lab. & Log. Ops. (12)
Franklin C. Hardenburgh, Structural Des. (25)
John F. Callahan, Prog. Qual. Mgt. (25)
Ernest Takats, Assy. Method & Plng. (27)
Edward F. Houghton, Purch. Mgmt. & Stf. (30)
Thomas G. Oborn, Tech. Req. (30)
Achille T. Barbero, Mech. Des. Stf. (35)
Carl Hoffman, Ops. Qual. Mgt. & Admin. (35)
Catherine J. Pescitelli, Payroll (HQ)

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Raymond Cornell, Cadium Plate (2)
Martin A. Ferlin, Prototype (2)
John A. Dejana, E.B. Weld. Prod. (2)
Joseph Naso, Prod-Cntl-Parts (2)
Robert Sealey, Prod. Cntl-Pts. Cntl. (3)
Andrew S. Michalowski, Insp-Mech. (4)
George R. Cordes, Instr. Test (6)
Frank Jackalone, Mfg. Insp. Mech. (6)
Joseph W. Sykora, Flt. Ops. (7)
Walter Rohback, Sub-Assy. (27)
Francisco V. Pardo, Ctr. Sect-Sub. Assy. (27)
Frank T. Agiesta, Seller Surveillance (30)
Paul Wiedenhaefer, Engg. Mgmt. & Stf. (35)
Thomas F. Caputo, Prod. Cntl-Pts. Cntl. (36)
Bernard Miller, Elect. Box Pan. & Draw. Fab. (43)
Edward J. Cavagnaro Jr., ILS Logistic Serv. (94)

25

Edward Karpinski, Sub-Assy (1)
Anthony J. Mazzella, Sub-Assy. (1)
Stephen L. Dorniak, Elect. Fab. (1)
Jack H. Woods, Tool Maint. & Repair (1)
Stanley L. Seaman Jr., ILS Tech. Serv. (1)
Patsy Lamberti, Insp-Mech. (1)
Raymond Schmitt, Controls (2)
Joseph Marra, Prod-Cntl-Pts. (2)
Thomas G. Schindler, Plng. Mgt. & Stf. (2)
Herbert W. Baas, Methods Engg. (2)
David Fendel, Stockrooms (2)
Eula Parris, Mods/Methods Status (2)
Alexander Cappeller, Insp-Mech. (2)
Jerry J. Paradise, Small Pts. Fab. (3)
Harry A. Rafter, Small Pts. Fab. (3)
Joseph Niemczyk, Alodine (3)
Theodore W. Durkalski, Spot Weld (3)
Joseph P. Kane, Chem. Mill (3)
James F. Coy, Honeycomb Prep. (3)
Anthony L. Rollero, Honeycomb Bonding (3)
Dominick N. Pette, Prod. Cntl-Pts. Cntl. (3)
Russell L. Owen, Maint-Facl. Equip. & Gen. (3)
William Williams, Maint-Rearrangement (5)
Ralph A. Lange, Avionics Test (5)
Donald F. Lang, Insp-Mech. (5)
Howard G. VanSchaick, Assy. Methods & Plng. (6)
Frederick W. Schultz, Jigs, Dets. & Sub-Assy. (6)
Edwin H. Reid, Structures (7)
Richard J. McLaughlin, Maint. Controller (7)
James DeCarmine, Maint-Rearrangement (12)
William L. Pagels, Chem. Engg. & Process Stand. (12)
Clinton Hollings, Sub-Assy. (27)
Peter Manganiello, Fuse. Joining (27)
James E. Winding, ILS Prog. Cntl. Mgt. (35)
Robert C. Rattazzi, Standards (35)
Frank J. Csecs, Ops. Qual. Mgt. & Admin. (35)
Andrew H. Gelderman, Ops. Qual. Mgt. & Admin. (35)
Clifford Seifried, Ctr-Sect. Maj. & Subs. (36)
Lawrence Berg, Hydraulics (36)
Vincent Borrello, Prog. Estimating/Pricing (36)
Sigmund Niewierowski, TS Mfg. Methods & Release (36)
Warren W. Bender, B/P Warehouses (37)
Harry M. Barager, Fluid Power (40)
James J. Sullivan, Mech. Structures & Assy. (43)
Joseph C. Hasselman, Prod. Cntl. (43)
Charles Greco, Administration (43)
August E. Mirabell, Invent. Mgt. (44)
Dominick Lucatuorto, Invent. Mgt. (44)
Arthur I. Darcy, Invent. Mgt. (44)
William A. Gimmler, Base Supply Office, Iran

Included in this month's publication are January 25 year anniversarians: Alexander Ferrara, Tool Maint. & Repair (1); Walter Kerupetski, Trans-Ops. (20); and John R. Russ, Tool Maint. & Repair (27)

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Joseph L. Beine Jr., Prototype (1)
Alfred Giardina, Sub-Assy. (1)
Lawrence Beck, Fuse. Fwd. Sub. & Maj. (1)
Edward Peck, Final Assy. (1)
James Strup, Tech. Req. (1)
Clifford E. Schatzlein, Small Pts. Fab. (2)
Ralph Desiena, Out-Of-Prod. Spares (2)
Matthew Spencer, Methods Engg. (2)
John Disalvo, Prod. Plng. (2)
Frederick A. Wagenhauser, Tool Cntl. (2)
William R. Bode, Mfg. Engg. Mgt/Stf. (2)
Joseph Ulmer, Maint-Facl. Equip. & Gen. (2)
Jerome P. Matthews, Insp-Mech. (2)
Louis Hahn, Insp-Tooling (2)
Frank E. Helm, QC Lab. (2)
Walter Corlett, Employee Serv. (2)
Anthony Benevento, Press (3)

J.R. Russ

A. Ferrara

Tip on tires

A tire that's underinflated by only four pounds will have a 10 per cent decrease in treadlife—and if it's 12 pounds underinflated, its life span drops a whopping 40 per cent, according to the Department of Commerce.

A.J. Mazzella

S.L. Dorniak

J.H. Woods

S.L. Seaman Jr.

P. Lamberti

R. Schmitt

J. Marra

T.G. Schindler

H.W. Baas

D. Fendel

A. Cappeller

J.J. Paradise

H.A. Rafter

J. Niemczyk

T.W. Durkalski

J.P. Kane

J.F. Coy

A.L. Rollero

D.N. Pette

R.L. Owen

W. Williams

D.F. Lang

H.G. VanSchaick

F.W. Schultz

E.H. Reid

J. DeCarmine

W.L. Pagels

C. Hollings

P. Manganiello

J.E. Winding

R.C. Rattazzi

F.J. Csecs

C. Selfried

L. Berg

V. Borello

S. Niewierowski

W.W. Bender

H.M. Barager

J.J. Sullivan

J.C. Hasselman

C. Greco

D. Lucatuorto

A.I. Darcy

W.A. Gimmler

W. Kerupetski

Vincent Buonocore, Press (3)
Frank Eoviero, Engraving (3)
Robert Craig. Wing Sub-Assy. (3)
Vincent Annunziata, Wing Final Assy. (3)
Robert W. Fritz, N/C Mach. (3)
Dominick Maimone, N/C Mach. (3)
Chester M. Houseknecht, Honeycomb Final (3)

Charles B. Cannon, Honeycomb Final (3)
Alfonso Ciampa, Mach. Ops-Tech. Serv. (3)
Frank Marinaro, Mach. Ops-Pts. Cntl. (3)
Elie J. Gendron Jr., Prod. Cntl/Pts. Cntl. (3)
Henry K. Liebergall, Prod. Cntl/Pts. Cntl. (3)
Oliver Wade, Maint-Rearrangement (3)
Percy O. Smith Jr., Maint. Indust. Cntl. (3)
George Katz, Veh. Liaison Engg. (3)
Joseph Ruggiano, Flt. Ops. (4)
Eugene Corvi, Conv. Mach. (5)
Richard Hawkins, Invent. Cntl. (5)
Robert J. Condolff, Land. Gear Carrier Suitability (5)
Charles R. Walthers, Environ. Dynamic Test (5)

Stanley Sklarow, Assy. Method & Plng. (5)
Oscar H. Smith Jr., ILS Prog. Mgt. (5)
Charles Giardino Jr., Presentation Serv. (5)
Laurence VanWallendael, Presentation Serv. (5)
John A. Lockwood, Maint-Facl. Equip. & Gen. (6)
Mark F. Borrelli, A/C Prog. (6)
John H. Barnett Jr., Structures (6)
Albert Schrage Jr., Prod. Deputy & Statn. Foreman (6)
Bernard A. Flanagen, Plant Stores (6)
Craig H. Langwost, Config. Data (6)
John J. Toner, Structures (7)
John Matthew, QC Lab. (10)
Gordon F. Zaino, Trans-Ops. (11)
David M. Layton, Elements & Mat. Test (12)
John Waters, Plant Protection (18)
John J. Mariscalo, Trans-Ops. (20)
William Wypyski, Prog. Mgt. (25)
Henry J. Appel Jr., Equip. Lines (25)
Silvio Derespinis, Structural Des. (25)

Anthony A. Geraci, Land, Gear Carrier Suitability (25)
Arthur Lorelli Jr., Iran Ops. BPA (25)
Ramon DeAquino, Prog. Plng. Cntl. & Budg. (25)
Raymond J. Mayerle, Config. Data Mgmt. (25)
John E. Derrico, Config. Data Mgmt. (25)

Joseph Zielinski, Fuse. Joining (27)
Michael L. Wolski, Ins. & Records & Benefits (28)
Carl P. Fagioli, Prod. Cntl/Pts. Cntl. (30)
James R. Stirling, M/T Equip. Engg. (30)

John J. Connelly, Electro-Optical Des. (35)
Mathias A. Speidel, Research Tech. Support & Ops. (35)
Anthony Viorritto, Upholstery (36)
Ferdinand V. Csadenyi, Wing Inner Panel & Combo. (36)
Giacomo Esposito, Mech. Struct. & Proto. (36)
John G. Schreiber, Prog. Estimating/Pricing (36)
Walter R. Stubbe, TS Config. Data Mgt. (36)
Arthur J. Katz, TS Dept. Mgt/Stf. (36)
Francis Swenton, Mech. Det. & Finish (43)
Louis A. Sales, Plant M/S (43)
Alfred R. Steuart, Elect. Wire Prep. (44)
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John J. Ptacek, ILS Verif. & ILS Support (1)
John F. Johnston, Veh. Liaison Engg. (1)
Henry D. DeLaney, Trans-Ops. (2)
John J. DePaoli, Food Serv. (2)
Michael Ruzyla, Maint. Waste Dispos. & Ground (3)
Michael N. Rocco, Out-Of-Prod. Spares (4)
Frank J. Wenke, Avionics Test (5)
Raymond B. Sablynski, Support Equip. Prod. (5)
Robert L. Ball, Instr. Test (6)
Donald L. Garrett, Instr. Test (6)
Francis P. Noonan, Maint-Rearrangement (6)

Alfons Gehrlein Jr., Maint-Rearrangement (6)
Mary Pleva, Food Serv. (6)
Frederick T. White, Training & Devel. (6)
Karl F. Gustafson Jr., Training & Devel. (6)
Cuno A. Engel, Training & Devel. (6)
Joseph C. Pipczynski, Support (6)
Edward H. Townsend, Trans-Ops. (7)
Albert J. Beck, Flt. Crews (7)
Andrew F. Novak, Flt. Avionics (7)
Edward J. Minden, Elect. Fab. (7)
Hector A. Guzman, Elect. Fab. (7)
Bernard T. McCarey, Elect. Test (14)
Francis T. Schultz, Elect. Test (14)
William J. Everett, ILS Pubs. Mgmt. (15)

Thomas B. Carasiti, Mfg. Prog. Mgt. (25)
Anna M. Luciano, Repro. Serv. (25)
Howard C. Isaacs, Computer Interface (25)
Priscilla A. Koenig, Prog. Qual. Mgt. (25)
Michael A. Ceraso, GAA (28)

Rose Bailey, Repro. Serv. (30)
Anna L. Pearsall, ILS Secy. Serv. (35)
Robert L. Kosson, Thermodynamics Stf. (35)
Lawrence Kipnis, Stabil. & Cntl. Equip. (35)
James M. Fiola, PPO—A6 & Misc. (40)
Thomas G. Woods Jr., ILS Req. Def. (40)
Thomas A. Hill, Invent. Mgt. (44)
Marie B. Hourihan, Mgmt. & Cntl. (58)
Arthur W. Hill, Food Serv. (77)
James C. Bartels, Support Equip. Serv. (80)

Suggestion system: an encouraging idea

Over the last 10 years Grummanites have submitted almost 30,000 ideas to the Project Sterling suggestion office, with some offering dozens of proposals.

While many thousands received gift and award certificates for these ideas, 4,500 people received over $900,000 in U. S. Savings Bonds. The estimated saving to the company from their suggestions totals over $73,000,000.

"Project Sterling has helped the company because so many people have come up with ideas that reduce costs, cut down errors, or eliminate waste," says John Conover, director of Motivational Programs. "And they not only feel a great sense of achievement, they receive a financial reward as well."

Supervisors play a key role in a suggestion program and their enthusiastic support has helped make Project Sterling a success. The Motivational Programs office offers these suggestions to supervisors with the hope there will be an even greater participation in the program during '77.

- Be receptive to an individual's suggestion. You will get more and better suggestions if you offer encouragement and show your sincere interest by promptly recognizing deserving suggesters.
- Be appreciative of all ideas. Although ideas concern minor improvements, even a small improvement is a step in the right direction. Suggesters who are recognized for small improvements often follow up with bigger ones later on.
- Help people prepare suggestions. Some Grummanites may have great ideas but not the ability to put it in writing. Offer help if it's needed.
- Be specific when explaining why a suggestion will not be adopted. A person is entitled to an explanation of why an idea will not be used. This may require extra effort on your part, but you'll also gain the confidence of your fellow workers.
- If the suggestion is not practical, look for a related area of application.
- Encouraging suggestions will build enthusiasm and processing them promptly shows you mean it.
- Don't take the suggestion program for granted. Promote the program regularly and encourage people to participate in its benefits.

Circuit check. *Aboard USS John F. Kennedy, Chief Petty Officer Ronald G. Conatser tests printed circuit boards on CAT III D advanced minicomputer.*

Minicomputer test station operating aboard JFK

An advanced minicomputer test station that can check out printed circuit boards 30 percent faster than ever before was installed aboard the aircraft carrier USS John F. Kennedy. The Grumman CAT III D, as it is called, is a computerized tester used to check printed circuit boards in various aircraft avionic system components.

These so-called "black boxes" control such aircraft systems as navigation, radar, and computers, and are presently electronically checked out by the Versatile Avionics Shop Test (VAST) system. VAST not only indicates whether a box is faulty or not, it also indicates what component is causing the trouble. In recent years, however, the workload has become so enormous even an electronic marvel like VAST has trouble coping with the growing task.

As an answer to the overload, Grumman has devised CAT to do some of the job. After the CAT system installation, VAST will do the work of testing black boxes primarily while CAT will check most of the computer circuit boards for a go/no-go condition and isolate the fault. When a circuit board is no-go, it is replaced by a spare and sent to a carrier repair shop.

Limited Training

CAT also offers other advantages besides speedy avionic turn-around time. Operators do not need a long training program to operate the unit, according to Guy Bizzoco, CAT III D program manager. The unit will be used for black box circuit cards from the F-14, E-2, and A-6E. It also can be used for future aircraft as well.

The computerized automated tester represents three years of research work done by Grumman's Integrated Logistics Support Department together with the cooperation of the Manufacturing Department. On the market for 12 months, CAT III D sales are already in excess of $10 million. All units are assembled and tested at the company's Great River Avionics facility.

Slaboda proves eye safety involves more than luck

Some people say a rabbit's foot brings luck...but Frank Slaboda will dispute that. He has a more practical approach to luck—preparedness. Frank's got a pair of industrial safety glasses with a shattered—but intact—right lens to prove it.

Those glasses will always remind him of one of the luckiest days of his life. They stopped the steel tip of a drill bit from going through his eye.

The accident happened so fast it was over before he realized it. Slaboda, an assembler riveter at Plant 1, works on F-14 intake nacelles. During one phase of the job, his partner Jerry Grace was standing inside the titanium nacelle drilling a hole through the skin. Frank was stationed outside the nacelle, an arm's length away, checking the operation.

He's done it thousands of times before, and nothing ever happened. But on January 21, that changed. Dramatically. It was one of the luckiest days of his life.

The drill bit snapped. The lens in Slaboda's glasses shattered and Frank began to realize how quickly life can change. But Slaboda is still working, and the sight in his right eye isn't impaired. That's because he wears safety glasses.

Sight is precious

"We encourage people to wear safety glasses so they're prepared for accidents when they do happen," says Dick Sanchez, director of Industrial Safety. "Human sight is so precious that the inconvenience of wearing the proper type of eye protection on the job is a small price to pay for it."

According to an international poll taken recently, people fear blindness second only to cancer. But many people don't translate that fear into preventive action.

The National Society for the Prevention of Blindness estimates there are 1,000 industrial eye accidents every day, and 90 percent of them are needless and preventable. And 35 percent are caused by co-workers. Visual impairments rank third after heart disease and arthritis among the chronic diseases that keep Americans from leading happy and productive lives.

Al Santini, Grumman optician for

Frank Slaboda

Industrial Safety, says safety glasses provide eye protection because they are impact resistant. This doesn't mean they can never break but it does mean they can take a lot of punishment.

Industrial safety lenses are thicker than ordinary safety glasses—they're three millimeters thick while the others are two and two-tenths millimeters thick. Although this difference is little more than the thickness of a sheet of cardboard backing on a writing pad, it could mean the difference between seeing...and not seeing.

The lenses are also tempered, which causes them to break into small dull-edged particles or simply crumble into a powdered residue when shattered. Untempered lenses break into needle sharp splinters.

Do yourself a favor. Wear safety glasses.

GRUMMAN plane news

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